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navigators of the young republic. Our national independence was really won and maintained for us upon the sea by the splendid constancy, valor, and skill of the armed crews of our trading ships, whalers, and fishermen, who in the Revolution were almost as numerous as, and far more effective than, the entire army of Washington. Again, in the Civil War, it was the sea power of the Union, composed largely of merchant ships and four-fifths of merchant officers and sailors, which swung the balance against the seceding states. Even in our short conflict with Spain, the merchant fleet proved a reserve ready and indispensable.

G. M. F.

La France et le marché du monde. By GEORGES BLONDEL. Paris: L. Larose, 1901. 12mo, pp. xi + 164.

THE last volume of the JOURNAL contained (December, 1901, pp. 127-30) a review of Georges Blondel's book on *The Industrial and Commercial Rise of the German People*. In discussing the development of German manufactures and commerce, the French economist called the attention of his countrymen to the causes of the much greater progress made in Germany than in France. In a more recent pamphlet, entitled *France and the World Market*, which represents a collection of papers read by M. Blondel in eastern France at the request of the Committee for the Defense of the National Interests, he treats the causes of the inferiority of France in a somewhat different light: his purpose is "to show the progress made today by the young nations, to prove by figures that France, although better endowed than most of its neighbors, adapts itself less well than they to the contemporary evolution and presently loses its superiority, its customers, its prestige."

In a brief introduction Blondel points to the progress of machinery and the means of transportation, and to the influx of agricultural products into Europe from abroad. He then describes (pp. 12-51) the economic rise of the "new countries." He begins with the United States, sketches the rapid increase of its exports in the last decade, and attributes it to a better utilization of the capabilities of the workers, to a wider use and greater perfection of tools and machinery, and to the standardization of products. He points to the rise of the mineral, metal, and textile industries in the United States, to the development of the trusts, and to the canals and railways. He subsequently takes up the development of Canada, Mexico, South America, Japan, China, India, and Australasia. The treatment of Japan is especially full of interesting details.

In a second chapter (pp. 51-89) he attempts to show by what methods the other European countries aim to adapt themselves to the economic evolution. This discussion is necessarily extremely fragmentary; yet it contains some details which are very suggestive. I would especially call attention to his description of the commercial rise of northern Italy. The main reasons for the slow development of France are, according to him (pp. 89-124), as follows: (1) the small fecundity, which from a military standpoint is a national danger, slackens the colonization of the foreign possessions of France, which is the more difficult on account of the dislike of the French to emigrate, and makes both the parents and the children less diligent and energetic; (2) the insufficiency of the inland navigation, mainly due to the lack of canals and the awkward arrangement of the existing canals, and to the lack of co-operation between the railways and the water transportation; (3) the spirit of individualism; (4) the defects of the educational system, producing too strong a trend toward the liberal professions and the governmental service, and insufficiently preparing the young Frenchman for industrial and commercial pursuits.

In his conclusion (pp. 124-37), however, he warns his compatriots against being too pessimistic. The qualities of the French people, the admirable resources of the country, the rise of some industries in eastern France give him some hope of betterment.

The remedy is not so simple as certain persons imagine; it is even very complicated. But it essentially consists in a better use of our qualities and our resources, of our forces and our good will, in a more disinterested effort to combine forces which up to the present time we seem willing to put in opposition to one another, in a more constant care of the general interests of our country, which we sacrifice to our personal hobbies and our mean ambitions.

As in the case of his earlier writings, Blondel again deserves credit for the large number of bibliographical notes accompanying his discussion.

R. R. KUCZYNSKI.

BERLIN.

Die amerikanische Gefahr. By M. PRAGER. Berlin: Leonhard Simion, 1902. 8vo, pp. 33.

MR. PRAGER'S earlier investigations of American economic conditions¹ were devoted to the monetary and banking question. This paper

¹ *Die Währungsfrage in den Vereinigten Staaten von Nordamerika.* Stuttgart, 1897. *Die Währungs- und Bankreform in den Vereinigten Staaten von Amerika.* Berlin, 1900 (*cf.* this JOURNAL, December, 1900, p. 150).